

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. Contract ID Code Firm-Fixed-Price	Page 1 Of 22				
2. Amendment/Modification No. P00036		3. Effective Date 2007JUN26		4. Requisition/Purchase Req No. SEE SCHEDULE		5. Project No. (If applicable)			
6. Issued By U.S. ARMY TACOM LCMC AMSTA-AQ-ATAB LISA BUTT (586)574-8839 WARREN, MICHIGAN 48397-5000 HTTP://CONTRACTING.TACOM.ARMY.MIL EMAIL: LISA.BUTT@US.ARMY.MIL				Code W56HZV		7. Administered By (If other than Item 6) DCMA ATLANTA 2300 LAKE PARK DRIVE SUITE 300 SMYRNA GA 30080 SCD C PAS NONE ADP PT HQ0338		Code S1103A	
8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code) THE HEIL CO 1125 CONGRESS PARKWAY NE ATHENS, TN 37303-0160 TYPE BUSINESS: Large Business Performing in U.S.				<input type="checkbox"/>		9A. Amendment Of Solicitation No.			
				<input type="checkbox"/>		9B. Dated (See Item 11)			
				<input checked="" type="checkbox"/>		10A. Modification Of Contract/Order No. DAAE07-02-D-S002			
				<input type="checkbox"/>		10B. Dated (See Item 13) 2001NOV30			
Code 1R5C8		Facility Code							
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS									
<input type="checkbox"/> The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods: (a) By completing items 8 and 15, and returning _____ copies of the amendments: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.									
12. Accounting And Appropriation Data (If required) NO CHANGE TO OBLIGATION DATA									
13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS It Modifies The Contract/Order No. As Described In Item 14.									
KIND MOD CODE: G									
<input type="checkbox"/> A. This Change Order is Issued Pursuant To: The Contract/Order No. In Item 10A. The Changes Set Forth In Item 14 Are Made In									
<input type="checkbox"/> B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).									
<input checked="" type="checkbox"/> C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of: Mutual Agreement Between Parties									
<input type="checkbox"/> D. Other (Specify type of modification and authority)									
E. IMPORTANT: Contractor <input type="checkbox"/> is not, <input checked="" type="checkbox"/> is required to sign this document and return _____ copies to the Issuing Office.									
14. Description Of Amendment/Modification (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) SEE SECOND PAGE FOR DESCRIPTION									
Contract Expiration Date: 2007NOV30									
Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.									
15A. Name And Title Of Signer (Type or print)					16A. Name And Title Of Contracting Officer (Type or print) GREGORY M. DIXON GREGORY.M.DIXON@US.ARMY.MIL (586)574-6873				
15B. Contractor/Offeror (Signature of person authorized to sign)			15C. Date Signed		16B. United States Of America By _____ /SIGNED/ (Signature of Contracting Officer)			16C. Date Signed 2007JUN26	
NSN 7540-01-152-8070 PREVIOUS EDITIONS UNUSABLE					30-105-02 STANDARD FORM 30 (REV. 10-83) Prescribed by GSA FAR (48 CFR) 53.243				

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SECTION A - SUPPLEMENTAL INFORMATION

1. The purpose of this Modification P00036 is to incorporate mutually agreed upon changes to Section C.16.1.i as shown below.

Section C.16.1.i New Equipment Training is revised as follows:

FROM:

The Contractor shall develop New Equipment Training (NET). The Contractor shall conduct NET utilizing the previously Government-approved training materials. NET shall consist of separate training for Operators and Maintainers in support of fielding. Training will be done in conjunction with fielding but no later than 30 Sept 07.

Operator	Camp Pendleton, CA	2 classes/20 student per class
Operator	Camp Lejeune, NC	2 classes/20 student per class
Operator	Camp Butler, Okinawa	1 classes/20 student per class
Maintainer	Camp Pendleton, CA	2 classes/20 student per class
Maintainer	Camp LeJeune, NC	2 classes/20 student per class
Maintainer	Camp Butler, Okinawa	1 classes/20 student per class

TO:

The Contractor shall develop New Equipment Training (NET). The Contractor shall conduct NET utilizing the previously Government-approved training materials. NET shall consist of separate training for Operators and Maintainers in support of fielding. Training will be done in conjunction with fielding but no later than 30 Jan 08.

Operator	Camp Pendleton, CA	1 class/20 students per class
Operator	Mir Mar, CA	1 class/20 students per class
Operator	Camp LeJeune, NC	1 class/20 students per class
Operator	Beaufort, SC	1 class/20 students per class
Operator	Camp Butler, Okinawa	1 class/20 students per class
Maintainer	Camp Pendleton, CA	1 class/20 students per class
Maintainer	Mir Mar, CA	1 class/20 students per class
Maintainer	Camp LeJeune, NC	1 class/20 students per class
Maintainer	Beaufort, SC	1 class/20 students per class
Maintainer	Camp Butler, Okinawa	1 class/20 students per class

2. All other terms and conditions remain unchanged.

*** END OF NARRATIVE A0047 ***

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SECTION C - DESCRIPTION/SPECIFICATIONS/WORK STATEMENT

VEHICLES AND REQUIREMENTS

C.1 Vehicle Description

The M969A3 and M967A2 semitrailers are military adapted commercial semitrailer fuel tankers with a capacity of 5,000 gallons plus three- percent capacity for expansion of the fuel. The tankers are capable of self-loading/unloading and can be both bottom and top loaded. The M969A3 and M967A2 will be used to transport fuel over primary, secondary unimproved roads and cross-country, and to provide filtered automotive fuel dispensing (M969A3 only), and bulk delivery capability (M967A2 only). The tankers are towed by the M1088, M818, M939, and M915 series prime movers. (NOTE: These prime movers have fifth wheel heights ranging from 50 inches to 62 inches.)

*C.1(a) The MK970 semitrailers are military adapted commercial semitrailer fuel tankers with a capacity of 5,000 gallons plus three-percent capacity for expansion of the fuel. The tankers are capable of aviation refueling/defueling and ground vehicle refueling. The MK970 will be used to transport fuel over primary, secondary unimproved roads and cross-country, and to provide filtered aviation and automotive fuel dispensing capability. The tankers are towed by the MK31 prime mover.

*paragraph modified by P00019

C.2 General Requirements

- a. You shall deliver M969A3 and M967A2 semitrailer tankers in accordance with TACOM Purchase Description (ATPD) 2267C.
- *a.1 You shall deliver MK970 semitrailer tankers in accordance with TACOM Purchase Description (ATPD) 2267D.

- (1) The M969A3 and M967A2 semitrailer tankers shall be painted in accordance with ATPD 2267C Section 3.6.
- *(1.a) The MK970 semitrailer tankers shall be painted in accordance with ATPD 2267D Section 3.6, with the topcoat CARC paint per MIL-DTL-53039, Type II (180 g/l max VOC), color Green 383.

- (2) One spare wheel and tire assembly shall be furnished in accordance with ATPD 2267C Section 3.4.16.2.
- *(2.a) For the MK970, one spare wheel and tire assembly shall be furnished in accordance with ATPD 2267D Section 3.4.16.2.

- (3) End item marking. In addition to the markings required by MIL-STD-130M, machine-readable markings are required. The NSN, serial number, military registration number, and contractor code shall be bar code marked per ANSI/AIM BC1 and ATPD 2267C Paragraph 3.4.37.
- *(3.a) MK970 End item marking IAW C23 Unique ID marking. In addition to the markings required by MIL-STD-130M(or later version), machine-readable markings are required. The NSN, USMC serial number, serial number (VIN), and CAGE code shall be bar code marked per ANSI/AIM BC1 and ATPD 2267D Paragraph 3.4.37.

b. You shall produce and deliver the semitrailer tankers and associated data deliverables in accordance with Section B, the delivery schedule in the Section I clause entitled "Delivery Schedule for Delivery Orders", and the corresponding data delivery requirements set forth in the Contract Data Requirements List (CDRL) DD form 1423 of this contract.

c. We refer to several data items in Section C. You shall prepare the data item submittals as described in the Data Item Descriptions (unless provided for guidance only) and the Contract Data Requirements List. We have listed the following applicable references after the title (or subtitle) of the relevant Section C clauses for each data item:

- (1) Exhibit Line Item Number (ELIN) from Section B, which is the same as the Data Item No. from the Contract Data Requirements List (CDRL).
- (2) Data Item Description (DID) number. (DIDS can be found at dodssp.das.mil/assist.htm)
- d. Data Items shall be submitted in electronic format using the latest mutually agreed to software version in one of the following forms stated in order of government preference.

- (1) You send data via e-mail.
- (2) You establish a WEB site and allow certain government representatives access to it.
- (3) You mail Disks, CD-ROM, or any other mutually accepted electronic media.
- (4) You are provided access, if desired, to the TACOM Home Page for access to Data Item Descriptions (DIDs) using the

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following sequence:\~ Home / Special Interest / E-Resource (ERC) - Acquisition / (under External Links) Searchable Databases & Listings / DIDs.\~\~\~\~ \~A demonstration with instructions, guidance and information shall be provided upon your request.

*paragraphs added by P00019

CONFIGURATION MANAGEMENT

C.3 Configuration Management

You shall be responsible for maintaining configuration control of the M969A3, 967A2 and MK970* semitrailer tankers. You shall establish a production configuration baseline after completion of the Production Verification Test and Government approval of the First Article Inspection/Production Verification Test vehicles. The production configuration baseline shall identify and document the functional and physical characteristics of the fuel tanker.

*paragraph modified by P00019

C.4 Engineering Changes - Contractor Requested

(CDRL A001 - DI-CMAN-80639B)
(CDRL A020 - DI-CMAN-80639C)*

a. Requirement for Submittal: After First Article Inspection/Production Verification Test approval, you shall submit a written request for approval of any configuration change which impacts form, fit or function. The request must include sufficient supporting data to evaluate the proposed change, such as drawings, supplemental drawings, sketches, specifications, or manufacturer's data sheets.

b. Government Review and Approval: We may require you to perform additional tests to verify acceptability of any proposed change. We will determine the extent of testing up to and including a complete First Article Test (FAT). You shall perform the tests at no additional cost to us. We will not approve proposed changes which our evaluation shows would have an adverse effect on performance, reliability, availability, maintainability, or repair. The Procuring Contracting Officer will notify you of our approval of the changes and will issue a modification to the contract to incorporate them.

c. Responsibility for Failure Due to Changes: Our approval of your change does not relieve you from your responsibility to furnish all items in conformance with the contract performance requirements. You shall accept full responsibility for any failure in the operation of the equipment that renders the vehicle not operationally ready as a result of changes we approve. Regarding cost of changes:

(1) We shall not be responsible for additional costs of vehicles, testing or software associated with any changes you submit and we approve.

(2) When a change results in reduced costs to you, we may obtain an equitable reduction in contract price.

(3) We will reduce the contract amount for costs we incur due to your failure to inform us of the implementation date for the change(s) at least 30 days prior to that date. These costs include, but are not limited to, replacement costs of parts we have ordered which are rendered obsolete due to your requested change.

(4) We will not be liable for any costs you incur due to delay in contract performance as a result of any of your requests for change.

C.5 Engineering Changes - Waivers/Deviations-Contractor Requested

(CDRL A002 DI-CMAN-80640B)
(CDRL A003 DI-CMAN-80641B)
(CDRL A021 DI-CMAN-80640C)*

During the life of the contract, you may consider it necessary to temporarily depart from a particular performance or design requirement, of a specification, drawing or other document for a specific number of units for a specified period of time. If so, you shall seek written authorization from us to make such a departure.

C.6 Engineering Changes - Government Directed

If we want to change the vehicle configuration, the Procuring Contracting Officer (PCO) will notify you by a request for a technical and price proposal. You shall furnish the proposal within 60 days of receipt of request at no cost. Your proposal shall include, among other things, an Integrated Logistics Support, transportability, and MANPRINT impact statement.

C.7 Shipment and Storage (S&S) Instructions

(CDRL A004 DI-PACK-80121B)
(CDRL A022) DI-PACK-80121B

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You shall provide and update S&S instructions. When preparing S&S instructions, you shall ensure those instructions are consistent with the transportability requirements stated in paragraph 3.7 of the purchase description(s). Vehicles will be shipped in a drive-on, drive-off configurations, unless otherwise specified.

a. S&S processing instructions required:

(1) Long term storage instructions. The Government will use these instructions to prepare a system for open storage for a period of up to 2 years. You shall ensure these instructions include any cyclic maintenance/exercising requirements necessary to prevent the system from deteriorating due to inactivity.

(2) Controlled Humidity storage (30 months). You shall ensure these instructions include any cyclic maintenance/exercising requirements necessary to prevent the system from deteriorating due to inactivity.

(3) Short term TRANSPORT/Storage (180 days maximum) for application when items are in transport.

b. Compliance with Federal and Industry Transportation Requirements.

The Government ships using truck, rail, plane, and ship. You shall develop shipment and storage instructions for these modes of transportation and identify unique requirements for each mode of transport. This will allow the Government to process for shipment based on the intended mode of transport. You shall comply with the applicable codes and standards listed here: (1) Code of Federal Regulation Titles 20, 40 and 49; (2) International Maritime Dangerous Goods Code, for vessel transport, and (3) IATA for air transport. You shall include disassembly procedures to meet the requirements of the codes and standards mentioned above.

c. Potential hazardous material transport. You shall identify any special marking or placarding of transport vehicles required for the Tanker. The Tanker shall be transportable after use within the transportation requirements listed in C.7.b.

d. Packaging Instructions for Basic Issue Items. You shall ensure that the shipment and storage instructions include packaging instructions for the Basic Issue Items (BII) and Components of the End Item (COEI). You shall ensure the instructions require that BII shall be packed separately from the COEI.

e. BII and COEI Packaging M967A2/M969A3). You shall identify in the shipment and storage instructions provisions for stowage location and security for the BII and COEI. You shall ensure the stowage locations shall deter pilferage and shall not interfere with lifting, tie down or other transportation handling requirements

e.1. BII and COEI Packaging MK970* The BII shall be packaged separately from the COEI. These items shall be placed into an acceptable wood container in accordance with Table c. II of MIL-STD-2073-1C. BII and COEI scheduled for domestic or overseas shipment for immediate use shall be preserved and packaged in accordance with the best commercial practices of ASTM D3951. Spare or repairable components, not declared to be electrostatic sensitive Devices (ESD) shall be preserved and packaged in accordance with the best commercial practices of ASTM D3951.

* f. Updates and Changes to Shipment and Storage Instructions. You shall revise the shipment and storage instructions to reflect design changes that affect the system's shipping configuration, weight, or transportability. You shall also provide revisions to the shipment and storage instructions for each logistics change affecting packaging instructions for BII or COEI. When specified, the contractor shall update S&S instructions to support improvements in the vehicle processing methodology.
*paragraph modified by P00XX

g. Validation of Shipment and Storage Instructions. You shall validate the shipment and storage instructions. The purpose of validation is to verify the adequacy of the preservation, packaging, packing and stowage of BII/COEI, preservation procedures for shipment and storage, and the cyclic maintenance requirements for systems in long term storage. The Government representative will verify and witness your validation procedure.

SAFETY AND ENVIRONMENTAL

C.8 Safety Engineering

You shall consider and implement safety-engineering principles in the system design. System design and operational procedures that you develop shall consider but not be limited to the following:

a. Identifying hazards associated with the system by conducting safety analyses and hazard evaluations. Analysis shall include both operational and maintenance aspects of the vehicle along with potential interface problems with planned subsystems.

b. Eliminating or reducing significant hazards by appropriate design or material selection.

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c. Controlling or minimizing hazards to personnel that cannot be avoided or eliminated.

d. Locating equipment components and controls so that access to them by personnel during operation, maintenance or adjustments shall not require exposure to hazards. Examples of hazards to be considered include: high temperatures, chemical burns, electrical shock, cutting edges, sharp points, or concentrations of toxic fumes above established threshold limit values. All moving parts, mechanical power transmission devices, exhaust system components, pneumatic components and hydraulic components which are of such a nature or so located as to be a hazard to operating or maintenance personnel shall either be enclosed or guarded. Protective devices shall not impair operational functions.

e. Assuring that suitable warning and caution notes are included in instructions for operation, maintenance, assembly and repairs and that distinct markings are placed on hazardous components of equipment.

f. Assuring the system meets all Federal Motor Vehicle Safety Standards (FMVSS) and Federal Motor Carrier Safety Regulations (FMCSR) that apply to a vehicle of this type.

C.9 Safety Assessment Report (SAR)
(CDRL A005DI-SAFT-80102A)
(CDRL A005 DI-SAFT-80106B)
(CDRL A023) DI-SAFT-80102A *
DI-SAFT-80106B

a. As a result of the safety analyses, hazard evaluations, and any independent contractor testing, you shall perform and document a safety assessment. The safety assessment shall identify all safety features of the hardware, software, and system design as well as any inherent hazards. The assessment shall also outline any operations and maintenance procedures needed by the test agencies and the system user. Include in the SAR a copy of Material Safety Data Sheets (MSDS) for all hazardous materials incorporated into the system. The final SAR is subject to approval by the Government.

b. You shall also perform and document a Health Hazard Assessment (HHA) to identify health hazards and to recommend engineering controls, equipment, and/or protective procedures, to reduce the associated risk. Assessments shall include consideration of the generation of hazardous wastes. The data for the HHA will be, as much as possible, collected from the vehicles the Contractor will submit for Government testing. Identify data sources. Include the HHA as a separate chapter in the SAR.

(1) Specific health hazards and impacts that shall be considered include:

a) Noise. Identify any hearing protection and type required, (e.g., single, double, muffs, or plugs). Also identify the 85 dB (A) noise profile around the vehicle.

b) Whole body vibration. Provide test data or perform equivalent testing conforming to the guidelines and measuring procedures set forth in ISO2631/1 or SAE J1013.

c) Chemical hazards (e.g., hazardous materials that are flammable; corrosive; toxic fumes, carcinogens or suspected carcinogens; systemic poisons; asphyxiants, including oxygen deficiencies; respiratory irritants; etc.).

d) Physical hazards (e.g., acoustical energy, heat or cold stress, ionizing and non-ionizing radiation).

e) Biological hazards (e.g., bacteria, fungi, etc.)

f) Ergonomic hazards (e.g., lifting requirements, task saturation, etc.)

g) Exhaust emission hazards.

h) Other hazardous, or potentially hazardous, materials that may be formed by the introduction of the system, or by the manufacture, test, maintenance or operation of the system.

(2) The assessment shall address:

a) System, facility and personnel protective equipment design requirements (e.g., ventilation, noise attenuation, radiation barriers, etc.) to allow safe operation and maintenance. When feasible engineering designs are not available to reduce hazards to acceptable levels, alternative protective and measures must be specified (e.g., protective clothing, specific operation or maintenance practices to reduce risk to an acceptable level).

b) Potential non-or less hazardous material substitutions and projected handling and disposal issues. The HHA will discuss the rationale for using a hazardous material and long term effects (such as potential for personnel and environmental exposure, handling and disposal issues/requirements, protection/control measures, and life cycle costs) over a non-or less hazardous material. The effects and costs should be considered over the life of the systems, including the cost of handling and disposal. Identify potential non-or less hazardous alternatives if they exist and provide a justification why an alternative cannot be used.

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c) Hazardous material data. The HHA shall describe the means for identifying and tracking information for each hazardous material.

(3) The HHA hazardous material evaluation shall:

- a) Identify the hazardous materials by name(s); the affected system components and processes; the quantity, characteristics, and concentrations of the materials in the system; and source documents relating to the materials.
- b) Determine under which conditions the hazardous materials can release or emit materials in a form that may be inhaled, ingested, absorbed by living organisms, or leached into the environment and if the materials pose a health threat.
- c) Characterize material hazards and determine reference quantities and hazard ratings. Acute health, chronic health, carcinogenic, contact, flammability, reactivity, and environmental hazards will be examined.
- d) Estimate the expected usage rate of each hazardous material for each process or component for the subsystem, total system, and program-wide impact.
- e) Recommend the disposition of each hazardous material identified. If for any scale of operation the reference quantity is exceeded by the estimated usage rate, material substitution or altered processes shall be considered to reduce risks associated with the material hazards while evaluating the impact on program costs.
- f) In the event the system is modified or procedural changes made after the final SAR is submitted, you shall update the SAR to reflect those modifications or changes.

C.10 Environmental Engineering

- a. You shall use non-hazardous materials to the maximum extent practicable, ensuring that the material will support the intended use of the product. All materials and coatings used to enhance the performance of the semitrailer tankers should be non-hazardous and such that degradation over time or after disposal should not have any negative effect on the environment. Recycled materials should be used to the maximum extent possible consistent with the required performance and safety of the final product.
- b. You shall develop a Hazardous Materials Management Plan which, at a minimum, shall identify and describe the Organizational relationships and responsibilities for eliminating hazardous materials, define the process used to identify the hazardous materials utilized in the manufacturing process, and establish prioritization criteria for ranking the relative risk of these hazardous materials, using National Aerospace Standard 411, "Hazardous Materials Management Program", as a guide. This plan shall be made available for review upon request of the Government.
- c. You shall prepare a Hazardous Material Management Report which, at a minimum, shall identify all hazardous materials required for systems production, a listing of prioritized hazardous material for minimization/elimination per the criteria established in the Hazardous Materials Management Plan, and identify those hazardous materials/process for which non-hazardous substitute material/technologies may be available for implementation. This report shall be made available for review upon of the Government and shall be briefed as a part of program review meetings conducted between you and the Government.
- *d. The hazardous Materials Management Plan and Hazardous Material Management Report shall be updated to include MK970 unique processes, equipment, material and components.
*added by P00XX

INTEGRATED LOGISTICS SUPPORT (ILS)

C.11 Integrated Logistics Support (ILS) Program (M967A2/M969A3)

- a. The ILS program described in the following paragraphs sets forth your work efforts required to assist our logistics support contractor, DUCOM/BRI, in developing, testing, producing, and delivering the logistic requirements to support the M969A3 and M967A2 semitrailer tankers.
 - b. You are responsible for planning, managing and ensuring ILS considerations are an integral part of the overall system.
- *C.11.1 MK970 Integrated Logistics Support (ILS) Program
(Note- the logistic support contractor referenced above is not applicable to the MK970 effort)

a. General
The ILS program described in the following paragraphs sets forth the contractors work efforts required to plan, manage, and execute the logistics requirements described herein and develop, test, produce, and deliver the logistic requirements to support the MK970 semitrailer tanker.

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b Objectives:

- (1) The government has an existing Logistics support package for the M969A3 Trailer. The contractors initial objective is to review that package versus the MK 970 configuration.
- (2) The contractor shall reutilize information and materials from the M969A3 logistics package in creating the MK970 Logistics package. At the same time the contractor shall ensure technical accuracy and completeness of the MK 970 logistics products.
- (3) The contractor shall develop additional material and information to cover the MK 970 configuration items that are unique from the M969A3.
- (4) The contractor shall test the MK970 logistics products thru internal reviews and by attending and supporting the MK970 provisioning conferences, TM validations and verifications and deliver completed products as required by the CDRLs(5) The logistics structure for the M969A3 trailers was created based on the Armys two level maintenance structure. Any and all planning for the MK970 unique items shall be made using the same methodology as the M969A3.

C.12 Contractor Support During Government Test and Validation/Verification (M967A2/M969A3)

The contractor shall supply items for test and val/ver pursuant to paragraphs E.13 Contractor Support of Government Production Verification Testing and E.14 Contractor Support During Validation/Verification (Val/Ver).

*C.12.1 Contractor Support During Government Test and Validation/Verification (Val/Ver) (MK970)

- a. The contractor shall supply items for test and Val/Ver pursuant to paragraphs E.13 Contractor Support of Government Production Verification Testing and E.14 Contractor Support During Validation/Verification (Val/Ver). The contractor shall provide contractor personnel to execute all Val/Ver required tasks in the presence of Government evaluators. The Val/Ver will be conducted on the MK970 unique parts and all other configuration changes as a result of modifications and will take place no later than 180 days after delivery order award.
- b. The contractor shall demonstrate the contractorss process and controls to incorporate the new operation and maintenance procedures and repair parts into the new manual. The contractor remains responsible for the quality and adequacy of the data in the manual. The government reserves the right to monitor the contractors technical manual validation on the trailer.
- c. The governments acceptance of the manual during the validation process is contingent on the contractors demonstrating that the contractors quality procedures were implemented and effective. The government reserves the right to conduct a separate verification program, if the technical manual contains errors, which exceed the stated objectives of the contractors quality program.
- d. The contractor shall correct all errors the government identifies in the technical manual during quality reviews, at no additional cost to the government.

*Paragraph added by P00XX

*C.13 Publications (M967A2/M969A3)
(CDRL A008 DI-ALSS-81529)

- a. You shall attend the publications start-of-work meeting at the BRI facility located in Troy, Michigan. When requested, you shall attend In-Process Reviews (IPRs) and provisioning conferences.
- b. You shall provide support to the logistics support contractor (DUCOM/BRI) during the complete publications development, which includes developing a Repair Parts and Special Tools List (RPSTL) and Technical Manuals (TMs), technical support and information. Your support information shall be provided within 7 days after request. This information can be in the Contractor's own format, although electronic is preferred, and shall be in English. This support includes, but is not limited to, the following:
 - (1) Preventive maintenance procedures.
 - (2) Lubrication requirements.
- c. You shall provide to the logistics support contractor (DUCOM/BRI) adequate source materials for publications development 120 days prior to testing. These materials shall consist of engineering drawings, sketches, charts, schematics, photographs, and any other type of materials suitable for the development of publications.
- d. You shall provide the logistics support contractor (DUCOM/BRI) with one each M969A3 and M967A2 semitrailer tanker at the start of testing for the purposes of TM development and validation/verification, which shall be held at BRI. These semitrailer tankers shall be identical to the semitrailer tankers shipped to testing. These semitrailer tankers shall be delivered (and unloaded as required) to the BRI facilities in Troy, Michigan and loaded and returned to your facility at your responsibility and cost. You shall notify DUCOM/BRI of any modifications or changes to these delivered vehicles within 7 days of the change.

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e. If, as a result of the First Article Inspection/Production Verification Test, the semitrailer tankers' configurations are changed, you shall modify the M969A3 and M967A2 semitrailer tankers used for TM development and validation/verification and return them to the logistics support contractor (DUCOM/BRI) for the finalization of the publications development. These semitrailer tankers shall be delivered (and unloaded as required) to the BRI facilities in Troy, Michigan and loaded and returned to your facility at your responsibility and cost.

f. You shall also support the logistics support contractor (DUCOM/BRI) during the publications development by providing DUCOM/BRI with access to your production facility to view, photograph, and measure the semitrailer tankers during production. This support also includes access to office space, telephone, fax, modem line and Internet as well as support from your personnel as required.

g. If you are tasked to perform any effort that you deem to be beyond the scope of this contract, you shall immediately notify the Government Contracting Officer in writing. Any such work performed without the written approval of the Government Contracting Officer shall relieve the Government of all claims for reimbursement for these efforts.

*C.13.1 Publications (MK970)
(CDRL A024 MIL-STD 40051-2)
(CDRL A025 D-CMAN-80792A)
(CDRL A026) *

a. The Government will provide Heil with an electronic copy of the M969A3 Technical Manual that is in an editable format to use as a baseline for developing the MK970 Technical Manuals. The Government has identified errors and changes in the M969A3 TM that will need to be incorporated in the MK970 TM. The Government will provide the contractor a hardcopy marked up copy of M969A3 Semitrailer Refueler TM9-2330-330-14&P (GFM) with identified changes and corrections and then meet with the contractor within 20 days to discuss corrections. The contractor shall update all marked up pages on the M969A3 TM that would affect the development of the MK970 TM and submit to the USMC for review within 90 days after contract award. The USMC will review and provide the contractor an edited electronic file in 30 days. The edited file will incorporate USMC specific references, cover page, and page headings. The contractor shall use the existing M969A3 manual as a resource for creating a MK970 Technical Manual. The Contractor shall evaluate the contend (Work Packages) of the Army manual against the configuration of the MK970 trailers. The contractor shall select those M969A3 tasks and materials that can be reutilized in the MK970 manual and use those as a basis for the MK970 Technical Manual. Within 30 days of contract award the contractor will host a logistics SOW meeting. At the logistics SOW meeting, the Government subject matter expert on the M969A3 manual will review with the contractor all information relating to the marked up pages.

b. The Contractor shall then continue the development of the MK970 Technical Manual by creating the additional materials and procedures required to support the MK970 configuration. These materials and procedures shall be developed based on the requirements of MIL STD 40051-2, Preparation of digital technical information for page based TMs (linkable). When complete the MK970 Technical Manual will cover all Operations Tasks, scheduled or routine services and inspections, troubleshooting, and Maintenance tasks required to restore the trailer to a serviceable condition based on potential failure or damage. This manual will also include a Repair Parts and Special Tools List (RPSTL), which will list and illustrate all potential repair parts and assemblies, special tools and components of the end item. The Technical Manual developed by the contractor will be a stand-alone product with a Marine Corps Technical Manual Identification Number (TMIN) and Publication Control Number (PCN).

c. The scheduled Services and Inspections shall be in Preventative Maintenance Checks and Services Format (PMCS) The PMCS will provide a scheduled breakdown of checks and services to ensure operational availability of the system.

d. The contractor will provide TM products to the Government in Adobe Acrobat 4, 5 or 7 (No Adobe Acrobat 6 in any version). The contractor will delivered the TM in both the desktop publishing software version (i.e. Word, PageMaker, etc. as well as an editable PDF as the final TM publication product.

e. The contractor shall deliver MK970 Draft Equipment Publication (DEP) 150 days after award of contract incorporating any changes agreed to at the IPR.

f. The contractor shall deliver a MK970 Final Draft Equipment Publication (FDEP) 30 days after receiving validation/verification comments from the government

g.The contractor shall deliver final reproducible copies of MK970 publications 30 days after receipt of FDEP comments from the government.

h. Copyright Release for Technical Manuals. The Contractor shall identify copyrighted material, if any, and shall obtain the written approval of the copyright owner for copyright release. The Contractor shall furnish appropriate copyright release giving the Government permission to reproduce and use copyrighted information. When the Contractor uses a manual, which covers a vendor's component(s) or a portion thereof, and the vendor's manual contains copyrighted material, the Contractor shall be responsible for obtaining a copyright release from the vendor and providing the copyright release to the Government. With the delivery of the Hard Copy and Electronic Technical Manual (ETM) of the MK970 TMs to the government program office, the Contractor shall provide a copyright release letter. The letter shall be on company letterhead, dated and signed by a company officer. The letter shall certify that the TMs are free

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from copyright restrictions and the Government can reprint information as required.

i. At the time of delivery of the FDEP MK970 manual the contractor shall deliver one package of any and all existing commercial literature the shows repair of MK970 components beyond the level covered in the MK970 Technical Manuals. The final deliverables will be made two ways; PDF and editable file formats.

C.14 Provisioning (M967A2/M969A3)
(CDRL A008 DI-ALSS-81529)

- a. You shall provide to the logistics support contractor (DUCOM/BRI) a Bill of Materials 30 days after contract award.
- b. You shall provide to the logistics support contractor (DUCOM/BRI) a spare part list containing the following data. The parts list shall be delivered using a commercial spreadsheet format, compatible to TACOM software, 60 days after contract award.
- (1) CAGE/FSCM Part Number for all items, including tools.
- (2) Item nomenclature.
- (3) Estimated unit price for each item listed.
- (4) Quantity per assembly/end item.
- (5) Maintenance Replacement Rate.
- (6) Parts breakout of assemblies to the component level including vendor components.
- (7) Relationship breakdown with reference to the end item:

- end item

- assembly

- subassembly

- component

- attaching hardware
- (8) Hardware descriptive data such as:

- thread diameter

- quantity of threads per inch

- fastener length
- (9) Form, fit, and function drawings in your format, as available. The Commercial and Government Entity/Federal Supply Code for Manufacturers (CAGE/FSCM) (typed, stamped, or in legible writing with authorized signature and date) shall be included on any drawings for each replaceable item.
- c. You shall provide to the logistics support contractor (DUCOM/BRI) the data required to develop Logistics Management Information (LMI) Data Products for packaging data systems entry as specified in MIL-PRF-49506 to the Commodity Command Standards System (CCSS) for parts that are provisioned (P-source coded). Packaging specific data such as item dimensions, weight, cube, fragility, composition, special marking, special instructions and other information required to develop packaging data shall be provided to the logistics support contractor (DUCOM/BRI).
- e. You shall provide all provisioning information/materials requested by the logistics support contractor (DUCOM/BRI) within 7 days after request.

*C.14.1 Provisioning (MK970)
(CDRLs A27- A034)*

The Government will provide the contractor with the MICAP program as GFM. The Armys M969A3 Provisioning Master Record (PMR)is provided as 3 PDF Attachments. The Contractor will use this product as a baseline to develop a bill of Material for the MK970. The following deliverables will apply only to the MK970 peculiar items. Contractors format is authorized subject to Governments approval.

Provisioning Guidance Conference. The Contractor shall host the Provisioning Guidance Conference (PGC) and furnish provisioning data as one product of the PGC at mutually agreed upon intervals prior to the provisioning conference(s). The Government will clarify any provisioning issues during the evolution of the data cleansing process.

Provisioning Conference. The Contractor shall host two (2) Provisioning Conference(s) at the Contractor's facility. During the provisioning conference, the Contractor will be required furnish an MK970 and disassemble the MK970 equipment, as deemed necessary, to validate and verify all provisioning documentation.

Provisioning and Other Preprocurement Screening Data. The Contractor shall identify provisioning and other preprocurement screening data to be submitted for Government screening. Provisioning and other preprocurement screening data are used to identify existing National Stock Numbers (NSNs) for an item, validate currency of an NSN, and aid in maximum use of known assets. Screening data shall be

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prepared in accordance with MIL-PRF-49506. The Contractor shall use, at a minimum, a fixed length record format as indicated below:

CARD COLUMN	DATA ELEMENT	REMARKS
(CC)		
1-3	Document Identifier Code	Enter "LSR"
4-6	Package Sequencer Number	Enter "Z01" or if
two P/Ns		Use "A01" and "Z02"
		Use "4"
7	Priority Indicator Code	
8-9	Activity Code	Use "PA"
10-26	Submitter's Control Number	
	(See Below)	
	cc 10-13: Cataloger Team/Desk	
	cc 14-16: Provisioning Control Code	
	cc 17-23: PLISN IAW MIL-PRD-49506	
	(Field shall be right justified)	
24-26	Leave blank	
27-31	Destination Code	Contractor's CAGE code
32	Type of Screening Code	Use "F"
33-36	Output Data Request Code	Use "9911"
37	Statistical Indicator Code	Use "A"
38	Single/Multiple Output Code	Use "1"
39	Blank	
40	DIDS Segment Code	Use "2"
41	Reference Number	Leave Blank
	Category Code	
42	Reference Number	Leave Blank
	Variation Code	
43	Commercial or NATO Supply	Use Commercial and
	Code for Manufacturing	Government Entity Code
	(CAGE) or NATO Supply	
	Code for Manufacturer	
	(NSCM)	
48-79	Reference Number	Enter Reference Number
80	Continuation Indicator Code	Use "1"

(2) Submit Provisioning Screening transactions to Defense Logistics Services Center (DLSC) in the above format via one of the following ways: MADS (electronic transmission) or on CD-ROM. All CD-ROMs for Provisioning Screening (P/S) shall be processed at the following address:

CG MARCORSYSCOM
GROUND TRANSPORTATION AND ENGINEERING SYSTEMS
(GTES)
814 RADFORD BLVD, STE 20343
ALBANY, GA 31704-0343

DI-ALSS-81529, Logistics Management Information (LMI) Data Product (POPS)

Provisioning Technical Documentation. The Contractor shall develop/document Provisioning Technical Documentation to include, but not be limited to a Provisioning Parts List (PPL), Long Lead Time Items List (LLTIL), Tools and Test Equipment List (TTEL), Common and Bulk Items List (CBIL), and any Design Change Notices (DCN). These lists shall contain the Data Products selection list. The Government at the Provisioning Guidance Conference (PGC) shall approve the format and medium of delivery. The frequency for submission of such lists shall also be designated at the PGC. DI-ALSS-81529, Logistics Management Information (LMI) Data Product (PTD)

Provisioning Parts List. The Provisioning Parts List (PPL) shall contain the end item, component or assembly and all support items which can be disassembled, reassembled, or replaced, and which, when combined, constitute the end item, component or assembly and shall include items such as parts, materials, connecting cabling, piping, and fittings required for the operation and maintenance of the end item, component, or assembly. The PPL is a tool used to determine the range of support items required to maintain the end item for an initial period of service. This includes all repairable Contractor Off-The-Shelf (COTS) items unless excluded by the provisioning requirements. It does not include a breakdown of Government furnished equipment. The PPL shall include items such as parts, materials, connecting cabling, piping, and fittings required for the operation and maintenance of the end item/equipment. The PPL shall contain repair kits and repair parts sets required to maintain the end item, component, or assembly equipment unless excluded by the provisioning requirements or meeting the requirement for Common and Bulk Items List (CBIL) inclusion if CBIL is a contract requirement. DI-ALSS-81529, Logistics Management Information (LMI) Data Product (PPL)

Long Lead Time Items List. The Contractor shall provide a Long Lead Time Items List (LLTIL) that shall contain those items which, because of their complexity of design, complicated manufacturing process or limited production capacity, may cause production or

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procurement cycles which would preclude timely and adequate delivery, if not ordered in advance of normal provisioning. DI-ALSS-81529, Logistics Management Information (LMI) Data Product (LLTIL)

Tools and Test Equipment List. The Contractor shall provide a Tools and Test Equipment List (TTEL) that shall contain those support items required to inspect, test, calibrate, service, repair, or overhaul an end item. DI-ALSS-81529, Logistics Management Information (LMI) Data Product (TTEL)

Common and Bulk Items List. The Common and Bulk Items List (CBIL) contains those items that are difficult or impractical to list on a top down/disassembly sequence PPL, but for which provisioning may be required to support the operation of the end item/equipment. These items are subject to wear or failure, or otherwise required for maintenance, including planned maintenance of the end item/equipment. The Contractor shall indicate the material type, grade, class, etc. The Contractor shall submit sufficient information to enable the Government to relate the material/specification number to the pertinent item. DI-ALSS-81529, Logistics Management Information (LMI) Data Product (CBIL)

Design Change Notice. The Contractor shall use a Design Change Notice (DCN) to identify changes to Provisioning Technical Documentation which add to, delete, supersede, or modify items previously listed which are approved for incorporation into the end item. DI-ALSS-81529, Logistics Management Information (LMI) Data Product (DCN)

Engineering Data For Provisioning. Engineering Data For Provisioning (EDFP) is technical data used to describe parts/equipment and consists of data such as specifications, standards, drawings, photographs, sketches and descriptions, and necessary assembly and general arrangement drawings, schematic drawings, schematic diagrams, wiring and cable diagrams necessary to indicate the physical characteristics, location, and/or function of the item. At a minimum, EDFP must provide:

- a. Technical information of items for maintenance support considerations
- b. Item identification/descriptions necessary for;
 - (1) Cataloging actions and assignment of a National Stock Number
 - (2) Review for item entry control
 - (3) Standardization to include standardization/interchangeability
 - (4) Item management coding
 - (5) Identification/procurement of initial spares
 - (6) Preparation of allowance/issue lists

The Contractor shall furnish EDFP in the following order of precedence:

- a. Government or industry recognized specifications or standards
- b. Engineering drawings
- c. Commercial catalogs or catalog descriptions
- d. Sketches or photographs with brief descriptions of dimensional, material, mechanical, electrical, or other descriptive characteristics.

EDFP shall be submitted in hard copy. EDFP shall be marked in such a manner as to identify the proprietary rights (limited or unlimited). EDFP shall also be marked with the Provisioning Line Item Sequence Number (PLISN) in the upper right hand corner. EDFP shall NOT be provided when the item is:

- a. Identified as a Government specification or standard which completely describes the item including its dimensional, mechanical, and electrical characteristics
- b. Previously cataloged/assigned an active National Stock Number with type 1 item identification DI-ALSS-81529, Logistics Management Information (LMI) Data Product (EDFP)

TRANSPORTABILITY

*C.15 Transportability Report
 (CDRL A009 DI-PACK-80880B)
 (CDRL A035 DI-PACK-80880B)*

You shall submit a Transportability Report that includes data on recommended procedures for positioning and securing the M969A3 and M967A2 and MK970 semitrailer tankers for transport by trailer and rail car, slinging procedures for lifting the vehicles, and procedures, man-hours and all tools required for any disassembly when transported by highway, rail, marine and air. As part of the Transportability Report, you shall provide the following computer models for transportability analysis.

a. You shall provide three dimensional computer aided drawing/computer aided engineering (3D CAD/CAE) models of the external surfaces of the equipment. We will perform clearance analyses on these items for compatibility with geometric constraints of transport equipment and infrastructure. Examples include aircraft loading, rail envelope clearance, semitrailer load configuration and sling configuration analyses.

b. You shall provide 3D CAD/CAE models of tiedown and lifting provisions and the supporting structures. We will analyze the provisions (and supporting structure when appropriate) using the loading criteria in MIL-STD-209. You shall provide material properties, Young's Modulus, Poisson's ration, design yield and ultimate strength. Structural analysis (FEA or other) is also acceptable. Give material properties and, for each load case, provide constraints, FEA mesh, and element type (if FEA is used), and other information needed to interpret the analysis.

*Changed by P00XX

NEW EQUIPMENT TRAINING

C.16 New Equipment Training (NET) Program (M967A2/M969A3)

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a. You shall provide a qualified instructor to present training and furnish training aids, training equipment and training course material to Army personnel for training on the M969A3 and M967A2 semitrailer tankers operation, Operator Preventative Maintenance Checks and Services (PMCS) and unit/direct support maintenance.

b. Description of Training. You shall price the class described below which will be used to train operators at the M969A3 and M967A2 semitrailer tankers gaining unit activities and Instructor & Key Personnel (I&KP) at locations described below for a maximum of twelve students per class to support NET as follows:

Operator/Operator Maintenance. You shall provide instruction of at least sixteen hours on operating the semitrailer tankers and operator maintenance, including PMCS. Emphasis should be placed on operating and maintenance safety and conducting fuel loading and unloading operations as well as coupling/uncoupling to assigned prime movers. The before PMCS operation will be conducted by each student.

c. Training Material/Instructor Guide (IG) and Student Guide (SG)
(CDRL A011 DI-ILSS-80872(T))

You shall provide Instructor Guides (IG) and Student Guides (SG) to support all training courses for operator training.

d. Locations: The exact locations for New Equipment Training have not been determined. As a result the training areas have been divided up into regions as follows:

1. Washington, Oregon, Montana, Wyoming, Idaho
2. California, Nevada, Utah, Colorado, New Mexico, Arizona
3. North Dakota, South Dakota, Nebraska, Minnesota, Iowa, Montana, Illinois, Indiana, Ohio, Kentucky, Michigan, Kansas, Wisconsin.
4. Oklahoma, Texas, Arkansas, Louisiana, Mississippi, Alabama, Tennessee.
5. Maine, Vermont, Masachusits, Connecticut, New Jersey, New York, Philadelphia, Maryland, Delaware, Virginia, West Virginia, Rhode island, New Hampture.
6. North Carolina, South Carolina, Florida, Georgia.

(1) Operator Training. This training shall be conducted at Active Army, Army Reserve and Army National Guard facilities in the Continental United States in the regions listed above and in Section B. You shall be provided a minimum of 30 days notice for training.

(2) Instructor and Key Personnel (I&KP). Two training courses consisting of Operator/Operator Maintenance will be conducted at Aberdeen Proving Ground, MD and at a location to be determined. You shall be provided a minimum of 30 days notice for training.

e. Travel Expenses.

(1) The Class Price is exclusive of travel costs. A funded ceiling regarding travel costs shall be negotiated separately prior to each call-up of specific instructional training. The travel costs incurred in satisfying the requirement shall be reimbursed in accordance with FAR 31.205-46, subject to the funded ceiling.

(2) The Class Price shall include local transportation in commuting to a base or job site, whenever such costs have been incurred by the individual as a result of an assignment where we do not or cannot make available quarters and messing facilities at the installation where the services are being performed or provide Government transportation. Your invoices for reimbursement for service and/or travel costs shall carry your certification of the actual instructional services performed and travel costs incurred. You shall forward these invoices and certifications to the Administrative Contracting Office for verification of costs and payment. Your invoices shall include attached receipts for costs for which you are seeking reimbursement. The Government will pay for the subsistence, lodging and incidental expenses in accordance with the prevailing Joint Travel Regulation (JTR) rate for the location where the service is provided. You shall assure all transportation of personnel under this provision is accomplished by the most economical means available consistent with providing timely instructions services.

f. Training Coordination. We will coordinate the training required at each fielding site and mutually agree to all schedules. You shall advise us of support required at each training site.

*C.16.1 MK970 Training

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a) Training Materials and Courses

The Contractor shall develop all training materials and conduct all training courses in accordance with MIL-PRF-29612 and MIL-HDBK-29612, the USMC Systems Approach to Training, the Interactive Multimedia Instruction Style Guide, the Marine Corps Automated Instructional Management System, and the Marine Corps Distance Learning System Courseware Development TM unless otherwise specified. The contractor shall provide qualified instructors.

At a minimum, training shall include capabilities, functions and operation of the system; preventive and corrective maintenance procedures; external diagnostics and other tests; performance of system checks and verification procedures; and measured performance data. The training shall include and, upon completion, enable the trainee to: operate the system, subsystems, and equipment controls; execute diagnostic tests and interpret results; remove and install major components and perform pre-shop setup tests; determine if the system/subsystem is malfunctioning or not; isolate and locate malfunctions in the Line Replaceable Units (LRU); replace defective LRU; troubleshoot and repair system/subsystem functions; and perform routine preventive maintenance functions. Maintenance training shall provide trainees with the knowledge and understanding of the capabilities, limitations, interfaces, operations and preventive/corrective maintenance tasks and skills required through the intermediate/sustainment level of maintenance.

b) Instructional Performance Requirements Documentation (Training Task Data) Development

(CDRL A036)*

The Contractor shall develop the Instructional Performance Requirements Documentation (Training Task Data). The Contractor shall perform an MK970 Job Task Analysis (JTA) on the Marine Corps unique items only. The JTA shall identify individual MK970 operator and maintainer tasks (up to and including intermediate/sustainment level). The identification of who is to perform the operator and maintenance related tasks will either require the creation of Source, Maintenance, and Recoverability (SM&R) codes or be derived from existing SM&R codes. The analysis shall provide the identification of who will perform the task (operator, maintainer, or both) and in which training course(s) the task is to be taught; e.g., Instructor & Key Personnel Training (I&KPT), New Equipment Training (NET), Formal School, and Unit.

c) Training Program Structure Documentation (Curriculum Outline of Instructions) Development

(CDRL A037)*

The Contractor shall develop the Training Program Structure Documentation (Curriculum Outline of Instruction). The outlines shall identify the training schedule of events and include a breakdown of individual topics showing the learning objectives and time allotted, instructional materials required, facility and instructor requirements, media and training support equipment, reference materials, type of instruction (practical exercise, demonstration, lecture), and tools and TMDE required for each period of instruction. The Government approved Instructional Performance Requirements Documentation (Training Task Data) shall be used as the basis for the development of this information.

d) Test Package (Test) Development (Operator and Maintainer Test Package)

(CDRL A038)*

The Contractor shall develop the Test Package (Test). The test package shall include written and performance tests based upon the Instructional Performance Requirements Document. Written test items shall consist of true/false, multiple choice, and fill-in-the-blank questions. The test questions shall be written to evaluate the trainees/ comprehension of knowledge-based learning objectives and the Test Packages shall include a minimum of three test items for each learning objective. The performance tests shall be developed to evaluate the trainees ability to perform specific Operator/Maintainer tasks and subtasks and shall be presented in checklist format.

e) Training Conduct Support Document (Lesson Plan Data Requirements) Development

(CDRL A039)*

The Contractor shall develop the Training Conduct Support Document (Lesson Plan Data Requirements). Lesson plans shall be sequenced and contain information relevant to each period of instruction including training objectives and instructions for the delivery of training, equipment required, application of training visual aids, written test questions, and task performance checklists. Time required for delivery of an individual period of instructions/lesson plans shall not exceed four (4) hours.

f) Training Conduct Support Document (Trainee Guide Data Requirements) Development

(CDRL A040)*

The Contractor shall develop the Training Conduct Support Document (Trainee Guide Data Requirements). The Student Guides shall contain information that enhances the students mastery of tasks, and shall provide information and summaries relevant to each period of instruction to include training objectives and technical references.

g) Instructional Media Package Development

(CDRL A041)*

The Contractor shall develop the Instructional Media Package Development (Courseware Data Files). The Courseware Data files shall contain the graphics that enhances the transfer of knowledge to the students and their mastery of tasks, and shall provide information and summaries relevant to each period of instruction to include training objectives and technical references. All delivered courseware data shall be in file formats specified in the Marine Corps IMI Style Guide.

h) Instructor and Key Personnel Training (I&KPT)

(CDRL A042)*

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The Contractor shall develop I&KPT. I&KPT shall consist of separate training for Operators and Maintainers and shall include personnel from the formal schools, operating forces units, and nominees for the New Equipment Training Team (NET).

The Contractor shall conduct I&KPT courses at the contractor facility. The Contractor shall conduct one (1) Operator class for a maximum of twenty (20) Operators, and one (1) Maintainer class for a maximum of twenty (20) Maintainers. Maintenance training shall be targeted to personnel who will maintain the system up through the intermediate/sustainment level of maintenance. The training shall not be more than forty (40) hours in length, five (5) eight-hour days, and shall be conducted on Mondays through Fridays, beginnings at 0800 on the first day. Government approval is required to extend the class length beyond forty (40) hours. The Contractor shall include as part of the proposal a listing of housing and messing facilities, and transportation available in the area of the training site.

i) New Equipment Training

The Contractor shall develop New Equipment Training (NET). The Contractor shall conduct NET utilizing the previously Government-approved training materials. NET shall consist of separate training for Operators and Maintainers in support of fielding. Training will be done in conjunction with fielding but no later than 30 Jan 08.

Training Locations

Operator	Camp Pendleton, CA	1 class/20 students per class
Operator	Mir Mar, CA	1 class/20 students per class
Operator	Camp LeJeune, NC	1 class/20 students per class
Operator	Beaufort, SC	1 class/20 students per class
Operator	Camp Butler, Okinawa	1 class/20 students per class
Maintainer	Camp Pendleton, CA	1 class/20 students per class
Maintainer	Mir Mar, CA	1 class/20 students per class
Maintainer	Camp LeJeune, NC	1 class/20 students per class
Maintainer	Beaufort, SC	1 class/20 students per class
Maintainer	Camp Butler, Okinawa	1 class/20 students per class

j) Travel Expenses:

(1) The Class Price is exclusive of travel costs. A funded ceiling regarding travel costs shall be negotiated separately prior to each call-up of specific instructional training. The travel costs incurred in satisfying the requirement shall be reimbursed in accordance with FAR 31.205-46, subject to the funded ceiling.

(2) The Class Price shall include local transportation in commuting to a base or job site, whenever such costs have been incurred by the individual as a result of an assignment where we do not or cannot make available quarters and messing facilities at the installation where the services are being performed or provide Government transportation. Your invoices for reimbursement for service and/or travel costs shall carry your certification of the actual instructional services performed and travel costs incurred. You shall forward these invoices and certifications to the Administrative Contracting Office for verification of costs and payment. Your invoices shall include attached receipts for costs for which you are seeking reimbursement. The Government will pay for the subsistence, lodging and incidental expenses in accordance with the FAR 31.205-46. You shall assure all transportation of personnel under this provision is accomplished by the most economical means available consistent with providing timely instructions services.

k) Conduct of Training- Maintenance

Maintenance training shall be targeted to personnel who will maintain the system up through the intermediate/sustainment level of maintenance. The training will not be more than forty (40) hours/class in length, five (5) eight-hour days, and shall be conducted on Mondays through Fridays, beginning at 0800 on the first day. Government approval is required to extend the class length beyond forty (40) hours. For NET not conducted at the Contractors facility, the Government will provide classroom space, training equipment support, computing resources, and required common tools and TMDE. The Government will notify the Contractor at least thirty (30) days in advance for Continental United States (CONUS) training and at least one hundred twenty (120) days in advance for outside CONUS training and include instructions, dates, and locations. Final dates will be mutually agreed on between the Government and the contractor. Following completion of NET, Government-approved comments received from attendees shall be incorporated into Instructor Packages to yield an improved product prior to final delivery. Upon completion of training, the contractor shall submit a roster of students, all completed test results, and class evaluation sheets, to the Government at PM-GTES-MT within 10 working days of class completion. The contractor will provide each student a certificate of completion at the end of the course.

l) Training Conduct Support Document (Training Materials Change) Development
(CDRL A043)*

The Contractor shall develop the Training Conduct Support Document (Training Materials Change) Development. The Contractor shall change the information contained in the Government approved I&KPT materials to reflect the needs of the NET. These training materials shall be

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modified to reflect any additions or deletions.

C.17 Distance Learning (DL) Package(s) M969A3/M967A2
(CDRL A012 DI-ILSS-80872(T)Guidance Only)

- a. Provide CD ROM interactive courseware training package(s) for the following:
 - (1) General End Item Description
 - (2) Proper Use/Operation of the end item
 - (3) Safety Issues/Warnings
 - (4) Operator's Level Preventative Maintenance Checks and Service (PMCS)
- b. The CD must be Tool Book Instructor compatible and in HyperText Markup Language (HTML) format.

C.18 Contractor Technical Assistance
(A013 DI-MGMT-81238 (T))

- a. Field Service Representative (FSR). You shall provide FSRs who are thoroughly experienced and qualified to advise and make recommendations to orient and instruct key Government personnel with respect to operation, maintenance, and repair of the M969A3 and M967A2 semitrailer tankers and their components.
- b. FSR Personal Data. You shall make available personal data related to the FSRs including documentary evidence such as birth certification and such evidence as is requested by the Government installation or area in which services are to be preformed. You shall request approval for each FSR and include a statement of qualification for each representative. Our approval shall be limited to granting or denying security clearance for the person(s) named.
- c. Man-Days. You shall provide man-days of service to locations in both CONUS and OCONUS. We reserve the right to reduce the number of days of services to be furnished to the extent necessary to conform to our requirements and shall be obligated to pay for only actual services used. Each reduction in quantity shall be at the Man-day rate established.
- d. Travel Expenses
 - (1) The Man-day rate is exclusive of travel costs. A funded ceiling regarding travel costs shall be negotiated separately prior to each call-up of specific technical assistance. The travel costs incurred in satisfying the requirement shall be reimbursed in accordance with FAR 31.205-46, subject to the funded ceiling.
 - (2) The Man-Day rate shall include local transportation in commuting to a base or job site, whenever such costs have been incurred by the individual as a result of an assignment where we do not or cannot make available quarters and messing facilities at the installation where the services are being performed or provide Government transportation. Your invoices for reimbursement for service and/or travel costs shall carry your certification of the actual man-days/months services performed and travel costs incurred. You shall forward these invoices and certifications to the Administrative Contracting Officer for verification of costs and payment. Your invoices shall include attached receipts for costs for which you are seeking reimbursement. The Government will pay for the subsistence, lodging and incidental expenses in accordance with the prevailing Joint Travel Regulation (JTR) rate for the location where the service is provided. You shall assure all transportation of personnel under this provision is accomplished by the most economical means available consistent with providing timely FSR services. The Contracting officer or his authorized representative shall notify you at least 10 days in advance of CONUS travel and 20 days in advance of OCONUS travel of the date representative(s) are required. Instructions and established itineraries will be provided as necessary.
- e. Contract Field Service Report/Field Service Representative (FSR) Reports
(CDRL A013 DI-MGMT-81238 (T)) Each FSR shall prepare and deliver via e-mail a report within 10 working days following each assignment covering his activities.
- f. Man-day of Service. A Man-Day is 8 hours. The representative is to work no more than 8 hours per day, 40 hours per week. A Man-day of service includes any period during which the representative is delayed or prevented from performing any task only if the delay or non-performance is solely our fault. Man-Day(s) of service includes travel time for initial travel from contractor's facility to site of work, for travel between sites of work, and to contractor's facility. It also includes any time that the FSR is preparing required reports at the work site and we can verify the time involved in writing the report.
- g. Man-day Price. The Man-day rate does not include travel costs (transportation, lodging, meals and incidental expenses); however, see paragraph d. above regarding local transportation.

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- h. Saturday/Sunday. When work is not performed on a Saturday/Sunday, and the representative is on site, a man-day shall be charged at the Saturday/Sunday man-day per diem rate only.
- i. Holidays. We will pay for official U.S. holidays in addition to the actual days worked. We are not responsible for vacation and other holidays and sick leave pay. We are responsible for actual days worked by any qualified contractor representative. It is immaterial whether the same representative completes the assignment. We shall be responsible for only one complete round-trip transportation and travel costs between sites of work per assignment.

CONFERENCES, MEETINGS, AND REVIEWS

*C.19 Conferences, Meetings, and Reviews

Note: the requirements below apply separately to the M967A2/M969A3 portion of this contract and the MK970 requirement added by P00XX

a. The Contractor and the Government will periodically have conferences, meetings, and reviews during this contract's performance period, as outlined below. The objectives of these meetings are to review progress, provide guidance on technical and contractual issues that come up during performance, as required. Before meetings, the participants shall agree upon a common agenda. At the conclusion of each meeting, the Contractor shall write a summary of the discussions. The summary shall identify any action items assigned for either party to accomplish, with a completion date and identify actions requiring Contracting Officer approval. When meetings are held at the Contractor's facility, you will make these things available for Government use, as necessary: production or other required version of the semitrailer needed for the viewing, required technical, logistics or other documentation (including drawings, computer data bases, provisioning data, publications, and other required data); computer resources and administrative support as needed. The Government shall have the option to cancel any scheduled conference, meeting, or review.

b. Start of Work (SOW) Meeting

(1) You shall host a Start of Work (SOW) meeting within 30 days after contract award at your facility. Arrangement for this meeting shall be made between you and the ACO who will coordinate with the PCO. The primary purpose of the meeting is for you to brief your contract performance plan (both hardware and data items) and provide a forum for us to answer questions concerning specific requirements. You shall submit a list of questions to the PCO 15 days prior to the SOW meeting. This list of questions will serve as an agenda item to be discussed during the SOW meeting.

(2) Integrated Logistics Support (ILS) Your presentation for ILS shall contain a detailed description of the procedures, actions, events and organization you intend to employ to accomplish the ILS program, such as, Design Influence and Integration, Maintenance Planning, interface with our Logistics Support Contractor, Training, Packaging, ECP & DCN processing and your Quality Management program. You shall identify personnel assigned logistics responsibilities and establish milestones for executing the ILS program. You shall also describe your processes that will be employed in planning, developing and acquiring the logistics resources required for test support.

(3) Engineering and Configuration Management Your presentation for engineering items and configuration management shall contain a detailed description of the procedures, actions, events and organization you intend to employ to accomplish the mission.

c. Formal Program Status Reviews

You shall prepare and present Program Reviews to be held approximately every 6 months through final production, alternately at your facility and our Warren, MI facility (for 969A3/M967A3 programs) or our Quantico, VA facility for the MK970. . The topics shall include, but are not limited to the following: work effort status, logistics, engineering, schedule, test progress and corrective actions. You shall prepare meeting minutes and include identification of items requiring specific actions, response dates and responsible organization. Other government agencies and contractors may be in attendance.

d. Conference Agenda (M969A3/M967A2)
(CDRL A014DI-ADMN-81249A)

You shall prepare conference agendas of mutually agreed upon topics prior to the Start of Work (SOW) and all Program Reviews, Engineering Meetings and MPP Reviews. The agendas will be comprised of topics mutually agreed to by the participating parties and shall be submitted at least 10 days prior to the start of the meeting/review/conference.

e. Conference Minutes (M969A3/M967A2)
(CDRL A015 DI-ADMN-81250A)

You shall prepare and distribute minutes of meetings for the Start of Work, Semi-annual Program Reviews, Production Progress reports and special meetings for which an agenda has been developed.

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C.20 Equipment Control Record, DA Form 2408-9 M967A2/M969A3/MK970

You shall submit the Form 2408-9 for each vehicle IAW DA-PAM 738-750 and make distribution as follows:

- a. The number 3 copy of DA Form 2408-9 shall accompany the vehicle at time of shipment.
- b. Send the number 1 copy of the 2408-9 to: CDR, USALOGS, ATTN: AMXLS-RR, Redstone Arsenal, AL 35898-7466. For the MK970 send information to PM-GTES-PM (PM151)Quantico, VA Jacquelyn.corbett@usmc.mil
- c. The number 2 copy of the 2408-9 shall be sent to: USATACOM, ATTN: AMSTA-LC-CHME, Warren, MI 48397-5000. For the MK970 send information to PM-GTES-PM (PM151) Albany, GA ira.Hopkins@usmc.mil

Bulk shipments of monthly production are acceptable.

C.21 Camouflage Line Art Data (M969A3/M967A2 only)
(CDRL A018 DI-MISC-80176A)

You shall electronically provide line art drawings for the tankers within 180 days after issuance of the first delivery order. The scale shall be 1/8 inch. You shall prepare separate data depicting the following views:

- a. front
- b. back
- c. right side
- d. left side
- e. Top

All camouflage line art data shall include length, width, and height dimensions relative to each other and shall be detailed to the extent that all surface features of the item that cover one square inch or more of area are clearly delineated to scale. The lower right hand corner of each drawing shall contain the following information:

- a. nomenclature of the item depicted
- b. view depicted
- c. contract number

C.22 Corrosion Resistance
(CDRL A007 DI-NDTI-80809B (T))

THE FOLLOWING REQUIREMENTS SUPERCEDE THE PERFORMANCE REQUIREMENTS CONTAINED IN TT-C490, MIL-C-5541 AND MIL-C-53072 RELATIVE TO THE ADHESION, CHIP RESISTANCE/FLEXIBILITY AND CORROSION RESISTANCE OF THE SYSTEM:

Ferrous and galvanized surfaces shall be cleaned and pretreated to provide the following level of performance on a repeatable basis. The cleaning/pretreatment/control process shall be documented and submitted to the procuring activity for approval prior to production. Qualification and process control testing shall be performed on the same substrate used in production. The system under test shall consist of the pretreatment and primer. There are significant variations in performance due to primer manufacturer, VOC content and primer thickness variation. Sufficient testing shall be conducted to achieve a statistical confidence in both the brand/type of primer used and the dry film thickness used in production. If the range in primer dry film thickness is greater than 1.0 mils. then both the low and high film thickness shall be separately qualified. Any inorganic crystalline pretreatment is limited to a maximum coating thickness equivalent to 500 mg. per square foot to minimize chipping of the CARC system.

To verify the corrosion resistance, a minimum of three test panels per test variation no smaller than 4 x 6 inches with the pretreatment/primer system as noted above shall be subjected to 1000 hr. of neutral salt spray per ASTM B117 (40 cycles of GM 9540P - scribed is an acceptable alternative) for ferrous substrates or 40 cycles of GM 9540P for galvanized surfaces. The test panels shall be cured for a minimum of 7 days and diagonally scribed through the coating system to the metallic layer. A minimum of 24 hr. after the completion of the neutral salt spray test or within 5 days after completion of the GM 9540P test the scribe shall be scraped at a 30 degree (approximate) contact angle with a 38mm (approximate) blunt tipped metal blade such as a putty knife parallel and perpendicular to the scribe. There shall be no more than 3mm maximum loss of paint adhesion or corrosion at any point from the scribe line. In addition, there shall be no more than 5 blisters in the field with none exceeding 1mm; corrosion in the field shall not exceed Rust Grade 9 of ASTM D610.

If the primer requires more than 1.5mils dry film thickness to provide the minimum level of corrosion resistance, the primer at the maximum dry film thickness applied in production shall meet the flexibility requirements contained in Paragraph 3.5.7 of MIL-P-53022. The primer shall be fully cured prior to testing. This test shall only be conducted once to qualify the primer.

Any change in the primer chemistry or solvents used to formulate and/or apply the primer will require a requalification of the corrosion resistance and flexibility tests.

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To verify long term CARC adhesion, after completion of the corrosion resistance test evaluation each test panel will be subjected to cross hatch tape test (minimum tape adhesion rating of 45 oz. per inch of width). The test pattern shall be 4 x 4 scribe lines to the metallic layer at 2mm intervals (approximate) and shall be done no closer than 12 mm from any edge or the scribe creep. Multiple head cutters are not recommended. Loss of two or more complete primer squares shall constitute failure.

The contractor must demonstrate the ability to pass both tests for the system to be considered acceptable. This testing shall be performed on 5 consecutive days of production. If all test panels are acceptable, the testing can revert to two test panels every two months of production.

The only system that is currently available to achieve this level of performance is a zinc phosphate pretreatment system per TT-C-490 with a high quality primer. All primers used must be on the QPL for MIL-P-23377, 53022, -53030, or 53084. Not all QPL primers with the exception of electrocoat primers per MIL-C-53084 have this level of corrosion resistance/paint adhesion, however.

Note: Hot dipped galvanized surfaces are highly prone to chlorine/chloride contamination from the galvanizing flux process. This contaminant must be removed for the coating system to pass these performance tests.

For aluminum substrates the required pretreatment system is a chromate conversion per MIL-C-5541. If alternative pretreatment systems wish to be considered, they must demonstrate their ability to pass when coated with the nominal production primer (scribed) 120 cycles of GM 9540P. After completion of the test, the panels shall be scraped as noted above and shall have no more than 0.5mm of paint loss maximum from the scribe. In addition, there shall be no more than 5 blisters in the field with none larger than 1mm. After completion of the 120-cycle test, the crosshatch scribe test noted above shall be performed. The removal of one or more complete squares of primer shall constitute failure. The alternate system must demonstrate its ability to provide an acceptable product on 5 consecutive days of production to be considered a suitable alternative. The alternative process must be documented and approved by the procuring activity. Controls must be established to assure that the process remains under statistical control. The only alternative products which have demonstrated their ability to meet these requirements for 5000 and 6000 series aluminum alloys are Alodine 5200 and Alodine 5700.

Failure to meet the corrosion resistance/adhesion requirements shall be cause for rejection of all production units manufactured during that production interval.

Final Acceptance of the CARC Finish on Production Hardware:
The dry film thickness of the primer and topcoat as well as coating adhesion on the fully cured primer/topcoat coating system are mandatory requirements. Variations in the primer thickness and curing conditions will dramatically affect recoat windows and coating performance for some primers. Manufacturing processes which are unable to control the dry film thickness to the requirements contained in Table V of MIL-C-53072 shall be subjected to the 4 x 4 cross hatch scribe test noted above on two production units per lot with two tests per unit. One test shall be conducted on a vertical and one on a horizontal surface (relative to the painting process). There shall be a maximum removal of one complete square of primer/topcoat or topcoat only. The polyurethane CARC topcoat requires approximately 24 days to completely cure at 68 Degrees F. Adhesion testing shall be performed only on a completely cured CARC finish. Contractors which have performed a thorough design of experiments methodology to evaluate the impact of paint system variables or have processes which meet Table V requirements can perform the final acceptance adhesion test on representative test coupons.

*C.22.1
The Contractor shall apply the same corrosion resistance treatments and coatings to the MK970 as applied to the Government-approved M969A3. If any deviation occurs, testing shall be performed at the Contractor's expense.
*paragraph added by P00XX

*C.23 Unique Item Identification (UID)
(CDRL A044)

a. Background: Unique Identification (UID) is a combination of data elements for an item that is globally unique and unambiguous, to ensure data integrity and data quality throughout life, and to support multi-faceted business applications and users. Unique identifiers rely upon two methods of serialization: (1) Serialization within the enterprise, and (2) Serialization within the original part number of the enterprise. The statement below prescribes the required contractor procedures for marking electronic/mechanical items with Unique Item Identification (UID).

b. Applicable References.

'b7	DFARS 211.274-1
'b7	DFARS 252.211-7003
'b7	MIL STD 129P w/Change 1(or latest version) Military Marking for Shipment and Storage
'b7	MIL STD 130M(or latest version) Identification Marking of US Military Property
'b7	EIA Standard 836 Configuration Management Data Exchange and Interoperability
'b7	ANSI/EIA 649 National Consensus Standard for Configuration Management
'b7	ISO/IEC Standard 15418
'b7	EAN/UCC Application Identifiers and ASC MH10 Data Identifiers and Maintenance
'b7	ISO/IEC Standard 15434 Syntax for High Capacity ADC Media

c. Requirements for Unique Item Identification (UID). The contractor shall mark all parts meeting the criteria established below (see DFAR 211.274-1).

- C.1 DoD unique item identification, or a DoD recognized unique identification equivalent, is generally required for:
- (1) All delivered items for which the Government's unit acquisition cost is \$5,000 or more;
 - (2) Items for which the Governments unit acquisition cost is less than \$5000.00, when identified by the requiring activity as serially managed, mission essential, or controlled inventory;
 - (3) Items for which the Governments acquisition cost is less than \$5000.00 when the requiring activity determines that permanent identification is required: and
 - (4) Regardless of value
 - i. Any DoD serially managed subassembly, component, or part embedded within a delivered item; and
 - ii. The parent item that contains the embedded subassembly, component, or part.

d. UID Markings

- d.1 Commercial Markings. The Contractor shall ensure that all other items have acceptable commercial markings that meet the guidelines in Department of Defense Guide to Uniquely Identifying Items. The guidelines may be found at <http://www.acq.osd.mil/uid>.
- d.2 Permanency and Legibility. The UID marking and identification plates, tags, or labels when used on equipment, parts, assemblies, subassemblies, units, sets, or groups shall be permanent during the normal life expectancy of the item and be capable of withstanding the environmental test and cleaning procedures specified for the item. Legibility shall be as required for ready readability per MIL-STD-130M or latest version.
- d.3 Deleterious Effect. Marking of items shall be accomplished in a manner that will not adversely affect the life and utility of the item. Marking materials creating hazardous conditions shall not be used.

e. UID Coding.

- e.1 UID markings and readability requirements shall comply with MIL-STD-130M or latest version.
- e.2 Serial Numbers. The contractor shall meet the requirements of MIL-STD-130M or latest version to establish the UID. The contractor shall ensure that the UID is unique for that item throughout the life of that part until disposal. The contractor shall ensure that UID construct will not be replicated or reproduced during future production efforts.
- e.3 The human readable characters and the machine-readable UID symbology will be marked on the data plate for MK970. First priority for UID marking location will be any pre-existing data plate that currently reflects part number, manufacturer, etc.

f. Required UID Markings

- f.1 The following End items shall be marked\~by a data plate that contain\~the IUID data matrix in a position that allows scanning in an installed condition:
- MK970 Semi trailer Refueler (End Item)
- f.2 The MK970 data plate shall be permanently affixed. Data plates will be marked with\~a two dimensional IUID data matrix defined in MIL-STD 130. The vehicle data plate shall use MIL-STD-130M Figure 1 as a guide.\~\~All data plate\~information\~shall also include bar coding.
- The minimum data plate information for\~MK970 end item is listed below:
- \~
- | | |
|------|--|
| \'b7 | Nomenclature: |
| \'b7 | USMC Serial Number: |
| \'b7 | NSN: |
| \'b7 | Cage Code) |
| \'b7 | Serial Number:\~(VIN) |
| \'b7 | Government Ownership Designation:\~\~US PROPERTY |
| \'b7 | Contract Number: |
| \'b7 | 2-dimensional IUID data matrix encoded information shall be on the data plate for the principal end item. The UID data matrix will be no less than 1 cm wide and no less than 40% in contrast.\~ |

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f.3 The following MK970 Sub assembly items will require UID

\'b7	Engine
\'b7	Fuel/Refuel Pump

f.3.1 Sub Assembly markings shall be located such that they are visible during sub assembly use, provided that sufficient space is available. Each Sub Assembly will be marked with human and machine-readable barcode and in appropriate IUID data matrix format information as follows.

\'b7	Part number
\'b7	Serial number
\'b7	Manufacture cage code
\'b7	2-dimensional UID data matrix

g. The contractor shall maintain an accurate, current list of UIDs for all manufactured items on this contract and deliver the list to the Government per CDRL A044. The Contractor will also accomplish the submission of data for the subassembly items within the UID registry.

h. Government Purchase of Product/Technical Data.

h.1 UID Requirements. All efforts required by this SOW, including the preparation of ECPs or notification of marking deficiencies and the actual marking of hardware, will be included in the base contract price.

g. WAWF UID DATA SUBMISSION: The contractor will submit UID information within WAWF invoicing procedures for all delivered end items identified within SOW. Vendors can submit invoices and receiving reports electronically into WAWF using existing Electronic Commerce methods. Choices include Web interactive forms and electronic submission from Vendor automated systems. Vendors can access the WAWF system via the web interface at *HYPERLINK "https://wawf.eb.mil" <https://wawf.eb.mil/> and follow the link called "Self Register to use WAWF (New Users)", where they will be walked through the process of gaining access to the WAWF system. Government users, which include inspectors and acceptors, have the ability to review receiving reports, compare products/services to the contract terms, and accept shipments online. Improper documents can be electronically rejected back to the vendor for modification and resubmission.

Utilization of the WAWF Receiving Report (RR) and the WAWF Combo to capture the IUID data is annotated in the enhanced Vendor guides. C.3.3 DIRECT UID DATA SUBMISSION OPTIONS: Direct submission is defined as the process of submitting IUID data outside of the WAWF process. There are four methods that can be used to submit IUID data directly. Electronically, data may be submitted via an X12 Ship Notice/Shipment and Billing Notice (856/857) transaction, an IUID XML transaction, or a WAWF IUID Receiving Report/Combo UDF. All three electronic submission methods require access to the GEX. For existing WAWF users, these methods do not replace the current WAWF interaction but are performed in addition to it after the shipment has been accepted. Manually, data may be entered via the IUID Web Entry site.

Both the X12 and UDF submission formats require adherence to the WAWF interface guides (available for new procurement only). Instructions for obtaining the updated guides can be found at *HYPERLINK "https://wawf.eb.mil" <https://wawf.eb.mil/>. In addition, the Federal Implementation Convention for the 4010 856 Ship Notice/Manifest and the Department of Defense Implementation Convention for the 4010 857 Shipment and Billing Notice have been modified to include IUID data and are posted on the Fed eBiz website (<http://fedebiz.disa.mil/>). To separate the IUID X12 transactions destined for the IUID Registry from other X12 transactions, the IUID X12 transactions must have the Application Receiver Code (GS03) populated with the value UIDREG.

For the IUID XML data submission method (available for new procurement, legacy, and PIPC), the compressed file (zip), *HYPERLINK "http://www.acq.osd.mil/dpap/UID/attachments/uid-direct-submission-2005-04-22.zip" [IUID Direct Submission Information](http://www.acq.osd.mil/dpap/UID/attachments/uid-direct-submission-2005-04-22.zip), contains the XML format particulars and the IUID Element Structure. Each IUID XML file will be sent to a GEX, which will pass the information on to the IUID Registry.

All direct file submissions must utilize the GEX either directly or via a VAN. If an organization has an existing connection, it must contact their GEX administrator. If there is no existing connection, complete the account setup process found at <http://ec.ogden.disa.mil/ecip.htm>.

Note: The filename length (including file extension) for any direct submission file must not exceed 26 characters. The final option is to manually enter the IUID data via the production IUID Web Entry site (available for new procurement, legacy (in version 3.2), and PIPC). To do so, an organization must register at the production IUID Registry via the website <https://www.bpn.gov/iuid>. Organizations that wish to explore the functionality of the IUID Web Entry site in a non-production environment may access the IUID Registry test site via the website <https://www.bpn.gov/ngiuid>. Registration in the IUID Registry provides access to both the production site and test site. Registration is required in order to access the full functionality of the IUID Registry test site.

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